

READ THE
SPORTING EDITORIAL
OF THE
EVENING WORLD
THERE IS NOTHING LIKE IT.

PRICE ONE CENT.

EXTRA.

2 O'CLOCK.

AN EXPERIMENT.

Reflectors Reversed Before the
Reporters Went Through
the Tunnel.

A General Condemnation of Electric
Lighting the Result.

Third Vice-President Webb's
Extraordinary Order.

An Explanation About the "Glare"
and Confusing of the Signal Lights.

[From This Morning's World.]

By invitation of the New York Central Railroad Company, a party of newspaper reporters were taken through the Fourth Avenue Tunnel Tuesday that they might form judgment as to whether the electric lights, which had been put in as an experiment, added to the tunnel's safety or made it less safe by dazzling the eyes of the engineers, interfering with proper observation of the signal lights. On Wednesday afternoon the letter was received at the office of THE WORLD:

To the Editor of THE WORLD:

You are not afraid to say what you think, even against a great corporation, as is evident from what you have said about the tunnel. We men of the company appreciate this and wish to say you are right. The Company wants to make a failure of the idea of lighting the tunnel. We could not trouble on account of the electric lights all day Sunday and until Tuesday. On Tuesday morning Webb went through, and then he had the lights left before the party of newspaper men went through so that they stood in the face, and, of course, that looked bad, for it is hard to tell the electric lights from other white lights. He saw they were all right the other way and wanted to kill it.

The word has been passed for all hands, especially engineers, to say the lights are no good, but a man who has eyes and has to walk the track knows better. Keep up your good work.

AN EMPLOYEE.

After making its report on the unsafety of the Fourth Avenue Tunnel, the State Rail Commission directed the New York Central Railroad Company to take certain specified precautions against future accidents on this part of its road. At its suggestion the Company also agreed to make experiments in lighting the tunnel with electricity. On the result of these experiments the Commission, it was presumed, would take further action. The Edison Electric Illuminating Company was called in and incandescent lamps, each of fifty candle-power, were strung along in the western section of what is known as the "rock cut" tunnel, traversing the half-mile from Eighty-sixth to Ninety-sixth street, the darkest portion of this dark subway.

The tunnel is here divided into three sections by walls, practically making three tunnels, the central one having two tracks, over which trains come in both directions. A single track runs through each of the other sections. North bound trains run only through the section selected for the experiment at lighting. The incandescent light bulbs were placed at intervals of 310 to 320 feet on each side of the track. They were placed about three feet from the ground, several feet below the signal lights.

POWERFUL LIGHTS.

An incandescent lamp of 50 candle power gives a very strong light. It was found advisable in the Hoosac Tunnel, to use lamps of the best lighted in the world, to use lamps of 10 candle power strung at an angle. This arrangement gives an even light without glare. Why 50 candle power lamps were used in the Fourth Avenue Tunnel is not explained.

Attached to each of the lamps is a reflector made of metal about twelve by eight inches, inclined on one side and painted green on the other. They are adjustable and so constructed as to entirely cut off the glare from any desired direction and to throw the light in the opposite direction.

REFLECTORS FACING NORTH.

On Monday a reporter of THE WORLD was sent into the tunnel to get a description of these light's. He found that reflectors on the south side of the incandescent lamps at right angles to the tunnel walls, their green-painted backs facing the approaching trains preventing all glare from reaching the eyes of the engineer or fireman, and throwing the light forward onto the track so as to enable the crews of locomotives to see any obstruction that might be ahead of them. Looking north, the direct on in which trains go in this section of the tunnel, the reporter could only see the illumination, the reflectors hiding the incandescent lamps. The signals were plainly observable.

On Tuesday THE WORLD received an invitation to send a representative at 1 o'clock that afternoon to make a tour of the oldest of the lighting experiments with President Chaney M. Depew, and the invitation was accepted. The trip through the tunnel was made in an observation car, a comfortably furnished passenger coach being built over the boiler of the engine and extending from the cab to the smoke stack. Dr. Nat. Haver, one of the oldest engineers on the Central, was in charge of the throttle, and the ride was a most exhilarating one.

In the front seat on either side sat Mr. Depew and Vice-President Webb. Mr. Depew made the trip enjoyable with good stories, now and then calling the attention of his newspaper guests to some defect in the lighting experiment or some perfection

in the system as heretofore in vogue. As the Monitor entered the opening to the tunnel at Fifty-fifth street, Mr. Depew exclaimed and ran on as follows:

COULD NOT DISTINGUISH SIGNALS.

"Now, gentlemen, we will enter the black hole of Calcutta. There, see the 'safety' signal a quarter of a mile ahead! You can see a white signal further than a red light, and our great engineers will be unable to tell the white signal lights from the illuminating lights, while the glare will render it difficult to see the red lights till it's too late. There's another signal. Now we're approaching the rock cut, where we have 120 feet apart on each side of the track from Eighty-sixth to Ninety-third street. There, see now. The engineer is slowing up. He can't distinguish between the signal lights and the others. Ah! here's the signal. No, that wasn't it. This is—no, we must have passed it."

It seemed to be true. The newspaper men had been whizzed through the tunnel at the rate of thirty miles an hour and not more than forty-five seconds had been consumed in passing the lights.

THE REFLECTORS WERE REVERSED.

In no short a space of time the investigators had had little opportunity for careful observation. It was noted, however, that there were no reflectors on the incandescent lamps, but that their light show out clear and full in the faces of the riders in the observation car, unobstructed and unsoftened. Most certainly there was a glare and the reporters listened and were convinced when the eloquent President of this great corporation said, as the Monitor sped on its way to the Mont Haven turn table, and back again to the Grand Central Station by way of the main tunnel:

"You see, the illuminating lights glare in the eyes of the engineers. They cannot see ahead in such a glare, and they are kicking quite unanimously. Ask Dr. Sawyer."

It was a beautiful day. The sun shone brightly, and the air was as clear as crystal. Mr. Depew declared, as the Monitor whirled through the main tunnel, under the roof openings, that it was the lightest tunnel in the world.

A reporter of THE EVENING WORLD who inspected the Hoosac Tunnel and its perfect system of lighting, asked Mr. Depew if he did not think that the new power lights forty feet apart on each wall of the tunnel would produce a more even illumination without any appreciable glare. To which Mr. Depew replied:

"May be. We are not done yet. We shall try other experiments. If there is anything in it we shall discover it. We are under orders from the Railroad Commissioners, and we are experimenting by their directions."

The reporter asked if it required the scientific knowledge of an electrical expert to inform one that fifty candle electric lights, unsoftened, would shine in the eyes of engineers and make a blinding glare, but a good story. Mr. Depew changed the subject and told a good story.

THE EFFECT OF THE EXPERIMENT.

The effect of the experience on the reporters may be gathered from their reports in next morning's papers.

Said THE TRIBUNE:

Mr. Depew's purpose was to give the newspaper men who have been writing about the tunnel and seeing it about it a setting in perspective about it as an object of interest. So far as the tunnel itself is concerned, the central officials, based on their inquiries from the engineers, had concluded that the electric lights were all right. The electric lights, however, when the electric lights were switched on, the glare was so intense that the eyes of the engineers were blinded in one long, yellow blur.

THE TIME HAD THIS:

The day was too clear and bright to give the effect of the light in the tunnel. There was no fog, no smoke and no dust in the tunnel, and the light was so intense that the eyes of the engineers were blinded in one long, yellow blur. The glare was so intense that the eyes of the engineers were blinded in one long, yellow blur.

THE REPORTER'S REPORT:

The road has been making a number of experiments in the lighting of the tunnel. It has placed incandescent lamps in the tunnel, and the effect has been so intense that the eyes of the engineers were blinded in one long, yellow blur.

THE CONTINUED PRINTING OF THE FOLLOWING:

"These lights extend from Eighty-sixth to Ninety-sixth street," said Mr. Depew, "and are 120 feet apart on each side, alternating with the signal lights. Each one is 40 candle-power."

THE REPORTER'S REPORT:

When the distance signal is at clear I suppose an engine would stop from one of the signal lights, because the signal has a bulb's eye lens and the electric light has a reflector which throws the rays across the track, but an experienced eye, they look mightily alike. However, as to the signal lights, the electric lights did that very successfully yesterday.

THE REPORTER'S REPORT:

As far as lighting the passageway was concerned, the result was a complete success, but the glare was so intense that the eyes of the engineers were blinded in one long, yellow blur.

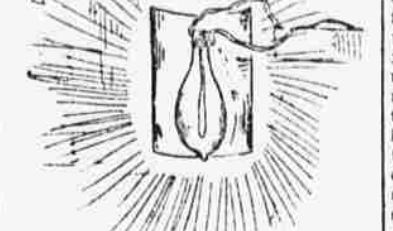
Central wished most. It caused most of the daily papers to announce that electric lights in the tunnel made a glare and prevented the signal lights from being clearly distinguished.

But the force of these announcements must be somewhat lessened by the fact that Third Vice-President Webb, almost immediately before the observation train went through the tunnel, personally ordered that the reflectors, which were then so arranged as to cut off the glare from the engineers' eyes and not to interfere with the signal lights, should be reversed. This resulted in the full glare being thrown towards the approaching train and made the distinguishing of the danger signals difficult.

The following cuts show how the electric lights appeared to engineers before the observation train went through the tunnel, and at the time it passed through:



THE REFLECTOR GUARDING GLARE FROM ENGINEERS' EYES BEFORE MR. WEBB'S ORDER.



THE LIGHT AS IT WAS WHEN THE OBSERVATION TRAIN WENT THROUGH THE TUNNEL.

A reporter for THE WORLD saw Third Vice-President Webb yesterday and obtained the following explanation:

MR. WEBB'S EXPLANATION.

"I issued that order," he said, "merely as an experiment. We are making all kinds of tests at angles, the reflectors south and north, west and east, in order to find out in which position the lights will serve best."

"Why was the order given to change the position of the reflectors before the public inspection of the tunnel at Mr. Depew's invitation by the newspaper reporters?" was asked.

"There was no connection whatever between the order and the tunnel inspection," Mr. Webb said. "When was the order given?"

"And when did the inspection take place?"

"Later in the afternoon," Mr. Webb replied. "The lights with the reflectors reversed. Didn't you know that the lights created a glare?"

"We did not, but that has no significance. As I was telling you, we were merely experimenting with the lights."

"Did they cause a glare and dazzle and blind the eye when the reflectors were south of the lights?"

Mr. Webb did not give a direct reply to this question. He said: "The lights were too high and did not show the track clearly. Their light was not reduced when the reflectors were changed, was it?"

"No, I tell you again that the change had no particular significance. It was simply one way of experimenting. For instance, we tried forty-candle-power lights first. Then we tried thirty-two-candle-power. We will reduce the light-power further and may also make changes in the positions of the lights a dozen times or more. We are going to give electric lighting a thorough test."

Mr. Webb declined to express an opinion as to the success of the experiment so far, whether it would, in his opinion, be a success.

THE RAILROAD COMMISSIONERS TO DECIDE.

"The Railroad Commissioners," he said, "must decide that matter for themselves. Our General Manager, Mr. Toney, has invited them to take a ride through the tunnel tomorrow, so they can see for themselves. We will act on any suggestion they may make."

Mr. Webb was profuse in assurances that the road would adopt a device or improvement to insure safety in the tunnel.

The Third Vice-President denied the idea that the railroad company was not acting in faith in the matter of lighting the tunnel.

"We will give the lights a fair test," he concluded, and then repeated for the fourth time, "what has been done was merely in the nature of an experiment."

WHAT MR. DEPEW SAYS.

A reporter found Mr. Depew in his office and presented this statement:

"On Monday last a WORLD reporter visited the rock cut, the scene of your light experiments. He found that the tunnel was well lighted, and that the eyes of engineers were protected by the screens placed on the south side of the lights. When the newspaper men rode through the tunnel with you and Mr. Webb these screens had been removed to the north side of the bulbs so that they acted as reflectors instead of throwing the full blinding power of the lights directly to the south and in the faces of Engineer Sawyer and the reporters in the observation car. Why were the screens removed and transformed into reflectors?"

the misleading of the newspaper men by making the lighting as great a practical failure as possible."

Mr. Depew smiled.

"Now, see," he said, "the newspaper men who have called for news for their specialty said me a visit every day, were constantly asking questions about the tunnel; what we were doing; how we were doing it; what success we were having in lighting experiments, and all that. I thought the best way to inform them all and to get rid of the whole subject was to give them an object lesson in the tunnel itself. I sent the invitations to all the newspaper offices."

H. C. Platt, the local manager, was found in his office. He said:

"I have no jurisdiction over the tunnel. I have only a general consent of the movement of trains through the tunnel. I had never seen the lights till I took a ride through the rock tunnel to-day. Mr. Toney might inform you, though I think Mr. Webb, through his private secretary, Mr. Leonard, is in supervision of these experiments."

In further conversation Mr. Platt said that John Adams, General Superintendent of the Fitchburg Railroad, had been in to see him in the morning. Talk drifted to the Hoosac Tunnel, on the Fitchburg road, and Mr. Platt quoted St. Adams as saying:

"We had our first-rate success with our electric-lighting system. We use thirteen candle-power lights forty feet apart on each wall of the tunnel, and there is no glare, only a mild, even light. Our engineers can see the track far ahead in the four-and-one-half-mile tunnel."

THE COMPANY'S OWN EXPERIMENTS.

A WORLD reporter also saw St. Adams. Frank Martin, who had charge of the work of stringing the lights in the tunnel for the Edison Electric Illuminating Company, said that he had been in the tunnel just prior to the time Mr. Depew took the newspaper men through the tunnel. I was requested by the operating department of the railroad to reverse the reflectors on the lights so that they would throw the reflection southward instead of northward, the direction in which the trains go. I did so."

"When the reflectors were reversed in that position since, I did not inquire as to the reason for the change because the lights were no longer in our charge. We ceased to have control over them after they were put up. The Company is making the experiment and we carry out any order it gives regarding the lights."

FIFTY, NOT FORTY, CANDLE POWER.

A visit was made to the office of the Edison Electric Illuminating Company, 432 Fifth Avenue, where Mr. Halladay, the superintendent of the wiring department, was asked this question:

"It is advisable to attempt to light a railway tunnel with incandescent lights of forty-candle power, as you are doing in the New York Central Tunnel?"

Mr. Halladay knitted his brows in a perplexed way for a moment and then replied:

"We are only servants. We are doing nothing in the experiment of our own motion. We do as we are directed to do by the New York Central. Perhaps it would be unbecoming, certainly it would be unwise, for a purely business standpoint for us to criticize, had we any criticism to make."

"The tunnel is now lighted from Eighty-sixth to Ninety-sixth street by the use of 40-candle-power lights, 120 feet apart on each wall. Is that correct?"

"No; we have no 40-candle lights. Those in the tunnel are 30-candle power, and are located from 210 to 250 feet apart on each side, alternating so that the lights on one side is 105 to 110 feet away from the next one on the other side."

"Why did you put on reflectors? Isn't it common sense that reflectors will heighten the glare of the lights?"

"Really, I cannot be interviewed on that subject. As I have told you, we do nothing except by the orders of the railroad company."

"Why were those screens, painted green on the convex backs, reversed from the south to the north sides of the lights, so that instead of acting as screens and protectors of the eyes of the engineer, they became blinding glare reflectors, throwing a blinding glare into the eyes of the engineer?"

"You must not ask me. I cannot answer. Mr. Webb, of the New York Central, has had the matter of the lighting experiments in hand."

VISITING THE TUNNEL.

A reporter, accompanied by an artist, visited the tunnel yesterday and made a personal investigation of the electric-lighting experiment. They entered the tunnel at Eighty-sixth street, where the lights, 120 feet apart, extend from this point to the end of a distance from each other of 220 feet. Each lamp was provided with a reflector, which concentrated the power of the light in any one direction. The investigators were at once struck by the peculiar effect produced by these reflectors, which, except three, are on the north side of the lights, throwing the reflection towards the engine instead in the direction it is going. The side of the tunnel in which the lights are used for outbound trains. The engineer thus faces the glare such as it may be said to be blinded by it.

The engineers were kicking about it. "The engineers are kicking about it," said a man who works in the tunnel to the reporter. "They say the lights with the reflectors reversed are worse than no lights. Before the lights were put in they could see a little distance ahead on a clear day. Now they can't see at all with the lights glaring in their eyes. It dims the vision."

"Did the engineers kick before the reflectors were reversed?"

"I heard no complaint then."

THE LIGHTS MAKE A CHANGE.

The lights make a wonderful change in the tunnel. The entire stretch of the track is plainly visible as far as it is lighted up from the platform at the Eighty-sixth street station. The lights with the reflectors on the wrong side have the appearance of being first in the darkness, and when approached they confuse the sight, while with the reflectors south of the lamps a strong stream of clear light is thrown ahead. The contrast is very striking.

give a glare instead, because the reflectors are on the wrong side. The first day the lights were all right. Why the reflectors are reversed I don't know."

"Has the Company's attention been called to the effect of the change?"

"The engineers are not consulted about the matter."

Another engineer said: "The lights have been rendered practically useless for a test by the reversal of the reflectors. However, I don't believe that the tunnel can be satisfactorily lighted without being ventilated."

A star-headed knight of the throttle who has been in the employ of the road for twenty-five years agreed with the first speaker. "If they want to make a fair test they ought to give us a fair light," he said.

CUTTENBURG ENTRIES.

First Race—For beaten horses, with allowances, seven furlongs.

1st	Folsom	117	2nd	Wyndham	107
3rd	Jay King	110	4th	Ham	105
5th	St. Anthony	107	6th	Louise	107
7th	Pompey	114	8th	Australoid	107
9th	Rosamond	110	10th	Avery	107
11th	Silver Ore	108	12th	Nobian	107

Second Race—Selling allowance, one mile.

1st	Salmon	110	2nd	Peggie	104
3rd	Black Hawk	107	4th	St. Anthony	107
5th	Peggy Queen	113	6th	The Fortune	107
7th	Boyer	111	8th	St. Anthony	107
9th	Boyer	111	10th	St. Anthony	107
11th	Kilian	109	12th	St. Anthony	107
13th	Pharm	105	14th	St. Anthony	107
15th	Pharm	105	16th	St. Anthony	107

Third Race—For three-year-olds, six furlongs.

1st	Woodcutter	110	2nd	St. Anthony	107
3rd	Woodcutter	110	4th	St. Anthony	107
5th	Woodcutter	110	6th	St. Anthony	107
7th	Woodcutter	110	8th	St. Anthony	107
9th	Woodcutter	110	10th	St. Anthony	107
11th	Woodcutter	110	12th	St. Anthony	107

Fourth Race—Selling allowance, seven furlongs.

1st	Burnside	110	2nd	St. Anthony	107
3rd	St. Anthony	107	4th	St. Anthony	107
5th	St. Anthony	107	6th	St. Anthony	107
7th	St. Anthony	107	8th	St. Anthony	107
9th	St. Anthony	107	10th	St. Anthony	107
11th	St. Anthony	107	12th	St. Anthony	107

Fifth Race—For three-year-olds, six furlongs.

1st	Woodcutter	110	2nd	St. Anthony	107
3rd	Woodcutter	110	4th	St. Anthony	107
5th	Woodcutter	110	6th	St. Anthony	107
7th	Woodcutter	110	8th	St. Anthony	107
9th	Woodcutter	110	10th	St. Anthony	107
11th	Woodcutter	110	12th	St. Anthony	107

Sixth Race—Selling allowance, seven furlongs.

1st	Burnside	110	2nd	St. Anthony	107
3rd	St. Anthony	107	4th	St. Anthony	107
5th	St. Anthony	107	6th	St. Anthony	107
7th	St. Anthony	107	8th	St. Anthony	107
9th	St. Anthony	107	10th	St. Anthony	107
11th	St. Anthony	107	12th	St. Anthony	107

Seventh Race—Selling allowance, seven furlongs.

1st	Burnside	110	2nd	St. Anthony	107
3rd	St. Anthony	107	4th	St. Anthony	107
5th	St. Anthony	107	6th	St. Anthony	107
7th	St. Anthony	107	8th	St. Anthony	107
9th	St. Anthony	107	10th	St. Anthony	107
11th	St. Anthony	107	12th	St. Anthony	107

Eighth Race—Selling allowance, seven furlongs.

1st	Burnside	110	2nd	St. Anthony	107
3rd	St. Anthony	107	4th	St. Anthony	107
5th	St. Anthony	107	6th	St. Anthony	107
7th	St. Anthony	107	8th	St. Anthony	107
9th	St. Anthony	107	10th	St. Anthony	107
11th	St. Anthony	107	12th	St. Anthony	107

Ninth Race—Selling allowance, seven furlongs.

1st	Burnside	110	2nd	St. Anthony	107
3rd	St. Anthony	107	4th	St. Anthony	107
5th	St. Anthony	107	6th	St. Anthony	107
7th	St. Anthony	107	8th	St. Anthony	107
9th	St. Anthony	107	10th	St. Anthony	107
11th	St. Anthony	107	12th	St. Anthony	107

Tenth Race—Selling allowance, seven furlongs.

1st	Burnside	110	2nd	St. Anthony	107
3rd	St. Anthony	107	4th	St. Anthony	107
5th	St. Anthony	107	6th	St. Anthony	107
7th	St. Anthony	107	8th	St. Anthony	107
9th	St. Anthony	107	10th	St. Anthony	107
11th	St. Anthony	107	12th	St. Anthony	107

Eleventh Race—Selling allowance, seven furlongs.

1st	Burnside	110	2nd	St. Anthony	107
3rd	St. Anthony	107	4th	St. Anthony	107
5th	St. Anthony	107	6th	St. Anthony	107
7th	St. Anthony	107	8th	St. Anthony	107
9th	St. Anthony	107	10th	St. Anthony	107
11th	St. Anthony	107	12th	St. Anthony	107

Twelfth Race—Selling allowance, seven furlongs.

1st	Burnside	110	2nd	St. Anthony	107
3rd	St. Anthony	107	4th	St. Anthony	107
5th	St. Anthony	107	6th	St. Anthony	107
7th	St. Anthony	107	8th	St. Anthony	107
9th	St. Anthony	107	10th	St. Anthony	107
11th	St. Anthony	107	12th	St. Anthony	107

HE WAS A VICTIM OF GRIP.

John Fitzgerald Jumped from a
Third Story Fire-Escape.

He Was Delirious from Suffering—
Escaped Serious Injury.

John Fitzgerald, twenty-nine years old, of the Norfolk street, this morning jumped from the fire-escape on the third story, at his home, into the yard of the adjoining house and was severely injured.

Fitzgerald works for a fish dealer in Essex Market. He has been laid up with the grip for several days. He was delirious from fever this morning and imagined that there was a snake hanging on the paley line outside of his window.

Before his wife could interfere he left his bed and got out on the fire-escape.

He grabbed the paley line and shouted: "See, there he is!"

Then he jumped from the balcony and landed in the narrow yard of No. 98. He was picked up and ambulance called. He was taken to the New York Hospital.

Notwithstanding Fitzgerald's fall of three stories he escaped serious injury.

The physicians at the New York Hospital said that he was not badly hurt.

The police of the Delancey street station have placed him under arrest on a charge of attempted suicide.

FAT BERTH FOR HAGAN.

Said to Be Slated for the Next
Commissioner of Jurors.

Since Edward F. Hagan the Tammany Hall leader in the Western Assembly District, resigned as Deputy Street-Cleaning Commissioner a year ago, there was much speculation among politicians as to where he would be placed.

It was insisted by his friends that Hagan should be made a Police Justice; but he was not, and although there are two vacancies on the Police Court bench to be filled, it is asserted that neither will be given to the "Irish-American."

It is now whispered about that he will be the successor to Charles Hilly as Commissioner of Jurors, for a term of six years, at an annual salary of \$2,000.

FREIGHT ROBBERS CAUGHT.

Two young men were caught at 4 o'clock this morning breaking the seals of a freight car loaded with valuable merchandise in the Pennsylvania freight yard in Jersey City by Special Officer Thomas Dwyer.

They said they were Adolph Alexander, eighteen years old, of Chicago, and Frank Haver, twenty-two years, of Cincinnati. They were held for the Grand Jury on a charge of a bold burglary.

UNCLE SAM DOESN'T SCARE.

Report of Italy's Threatening
Believed to Be a Hoax.

Probability that Blaine's Reply Has
Already Been Sent.

WASHINGTON, April 11.—There still a dearth of news here, and a striking absence of credence regarding the cable reports to the effect that the Italian Government had decided that if its last note to this Government was not answered by to-day the American Minister would be commanded to leave Rome.

It is asserted, however, that the Italian Government, that the letter of Secretary Blaine has already been sent to Marquis Rodini, though whether it was communicated by mail or telegraph is not known.

If the former method was adopted the Italian Premier, it is believed, was apprised of the fact. It is suggested also as very probable that intimations have been conveyed of the advantage of conducting the diplomatic relations between the two countries with less publicity.

Should the report prove to be well-founded, the Italian Government will have shown a sudden change of front and one is decidedly bad taste.

The last apparently authentic news from Premier Rodini was that he would shortly lay the entire correspondence before the Italian Parliament. Only about a week has elapsed since the receipt at the State Department of this last communication.

On the whole, evidence favors the idea that the report is a fulsome attempt by outside parties to hoax or hurry the Federal Government or to create a newspaper sensation.

The distinguished voyager keeps a strict silence—His shipmates.

The French liner La Gasconne steamed away from her pier at 7 o'clock this morning, bound for Havre.

Of the 100 passengers which she carried aboard was Baron Fava, the recently recalled Italian Minister at Washington.

Baron Fava went on board La Gasconne last night. He quickly retired to his stateroom, No. 41, and denied himself all newspaper representatives.

He is said to have given explicit orders to the officers of the Gasconne that he was not to be disturbed. His name was not printed in the accounts of the ship's departure.

An Evening World reporter sought to reach the Baron in the morning prior to the sailing, but Baron Fava did not wish to be disturbed. He was not at all while La Gasconne drew away from the pier.

Last night, Italian Consul General Iva, of this city, and a